

Yellowstone
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A1 no. 665

THIRTY EIGHTH
ANNUAL CONVENTION
AMERICAN
BANKERS'
ASSOCIATION

Detroit September 9-14
1912

TOURS TO
DETROIT-YELLOWSTONE
PARK-COLORADO-ROCKIES
AND THE GREAT LAKES







The Giant Geyser, Yellowstone Park

THIRTY-EIGHTH ANNUAL
CONVENTION

American Bankers' Association

Detroit, September 9-14, 1912

TOURS TO

YELLOWSTONE NATIONAL PARK

SALT LAKE CITY

COLORADO ROCKIES

AND

THE GREAT LAKES

VIA



UNDER THE OFFICIAL APPROVAL OF THE TRANSPORTATION
COMMITTEE OF THE NEW YORK STATE BANKERS' ASSOCIATION

TO THE BANKING FRATERNITY :

In presenting for your consideration the transportation arrangements in connection with the Thirty-Eighth Annual Convention of the American Bankers' Association, Detroit, September 9-14, 1912, the New York Central Lines, under the official authorization of the Transportation Committee of the New York State Bankers' Association, offer a choice of several tours to Detroit, Yellowstone Park, Salt Lake City, Colorado and the Great Lakes known as "A," "B" and "C."

These tours will be personally conducted. The special trains will consist of all-steel equipment of the highest grade, electric lighted throughout and nothing will be left undone to insure the acme of pleasure and comfort to every one on each of the three trips.

The tours, details of which are given herein, are summarized here for convenient reference :

TOUR "A"—RED SECTION

Special train leaving New York, Saturday, August 24th for Yellowstone Park, Salt Lake City, Colorado Rockies and Detroit, arriving at the convention city Sunday, September 8th. The party will leave Detroit Friday, September 13th on the new steamer "City of Cleveland" of the Detroit & Cleveland Navigation Company for Buffalo. Leave Buffalo by special train 9.30 a.m., September 14th, arriving New York 6.00 p.m.

TOUR "B"—WHITE SECTION

Leave New York by Special Train at 10.30 a.m., Saturday, September 7th, for Buffalo, thence via new steamer "City of Detroit III," arriving Detroit 10.00 a.m., Sunday, September 8th. Leave Detroit by Special Train 12.00 midnight, Friday, September 13th, arriving New York 3.00 p.m. Saturday, September 14th.

TOUR "C"—BLUE SECTION

Special train direct to Detroit and return for those wanting to make the trip as quickly as possible. Leave New York by special train, Sunday, September 8th, 5.00 p.m., arriving Detroit, Monday, September 9th, 7.15 a.m. Leave Detroit midnight Friday, September 13th, arriving New York Saturday, September 14th, 3.00 p.m.

The Transportation Committee, whose names are appended, extend a most cordial invitation to all bankers and their friends to avail themselves of the facilities offered.

WALTER E. FREW,

Corn Exchange Bank, New York.

JOSEPH T. TALBOT,

National City Bank, New York.

WM. E. PURDY,

Chase National Bank, New York.

CHARLES N. HARRIS,

City Nat'l Bank, Gloversville, N. Y.

ROBERT L. FRYER,

Manufacturers & Traders Nat'l Bank,
Buffalo, N. Y.



Old Faithful Inn, Yellowstone Park

DETAILS OF THE TOURS

In arranging the itineraries for the tours, consideration has been given to the desires of those who want to make this the occasion of an extended trip; those who can devote only a little extra time to travel, and those who want to go to and return from the convention as quickly as possible.

TOUR "A"—RED SECTION

Yellowstone National Park, Salt Lake City, Colorado Rockies and Great Lakes

It is at the request of a number of bankers who have been members of former New York Central tours that this trip has been arranged. It is the best time of the year for a visit to the Park and the side trips to Salt Lake City and the Colorado Rockies will lend an added interest to the tour.

The Red Section will leave New York, Saturday, August 24th, via the New York Central Lines proceeding direct to Yellowstone Park via Chicago and St. Paul, making the complete tour of the Park as per schedule herein.

Upon leaving the Park the Special will proceed to Salt Lake City where opportunity will be given to visit the points of interest. From Salt Lake City the route lies over the Denver & Rio Grande to Glenwood Springs, through Royal Gorge to Colorado Springs, with side trips to Manitou, Garden of the Gods, Crystal Park and other scenic wonders of Colorado, thence to Denver.

Returning from Denver the Special will arrive at Detroit Sunday afternoon, September 8th, giving ample time to get settled before the opening of the convention.

At the close of the convention, the party will leave Detroit, Saturday afternoon, September 14th, on the new steamer "City of Cleveland" of the Detroit & Buffalo Navigation Company, for the trip across Lake Erie, arriving Buffalo 9.00 o'clock, Sunday morning, September 15th, and continue by special train to New York City, arriving 6.00 p.m., Sunday.

The arrangements provide luxuries and privileges that can only be secured by Special Train facilities and by traveling in a well-organized special party.

The tour covers all expenses, except hotel accommodations at Detroit and stateroom on Great Lakes steamer, with every detail carefully arranged, relieving members of the many responsibilities and cares incident to the trip.

PARTY LIMITED

The number of persons who can be accommodated on the Yellowstone Tour must necessarily be strictly limited, and in order to insure the comfort of all, the Committee reserves the right to stop the sale of tickets at any time prior to the date of departure. Hotel accommodations in Yellowstone Park are limited, and it is therefore necessary that early application for membership in this party be made.

BAGGAGE

Passengers will be entitled to the usual free allowance of baggage, with access thereto at any time while en route. As trunks cannot be transported in surreys or coaches, it will be necessary to place whatever wearing apparel may be required during the trip through the Yellowstone Park in hand-grips, limited to 25 pounds each person. Trunks must be left on the train in charge of railroad representative during the Park tour. A heavy overcoat will be useful in the Park, as the mornings and evenings are quite cool. A duster or mackintosh should also be carried.

RESERVATIONS

Applications for reservations on the Specials should be sent to W. V. Lifsey, General Eastern Passenger Agent, 1216 Broadway, New York, or any of the New York Central Lines' representatives, whose names appear on page 32, accompanied by the sum of \$10.00 for each person making the tour. A receipt will be given and the amount applied toward payment of total cost of tickets. This advance payment will be refunded if for valid reasons applicants are obliged to abandon the trip, but notice to that effect must be given prior to August 20th, when the final payment is due. Reservations will be made in the order in which applications are received, and each application must be approved by one of the Committee before assignment is made.



Royal Gorge, Colorado Rockies

TOUR "B"—WHITE SECTION
Special Train to Buffalo, Steamer to Detroit
and Special Train Returning
Detroit to New York

This tour is an attractive combination of a rail and water trip made expeditiously.

The White Section will leave New York, Saturday, September 7th, at 10.30 a.m., stopping at various points throughout the state, arriving at Buffalo at 7.00 p.m., where the party will board Detroit & Buffalo Navigation Company's new palatial steamer "City of Detroit III," the largest side-wheel steamer in the world, for the delightful trip across Lake Erie to Detroit, arriving at destination 10.00 a.m., Sunday, September 8th, giving a daylight sail on the Detroit River.

The return from Detroit will be by Special Train leaving Detroit at midnight, Friday, September 13th, arriving New York 3.00 p.m., Saturday, September 14th.

TOUR "C"—BLUE SECTION
Special Train Direct to Detroit and Return on
Fast Schedule

For the convenience of those who desire to make the trip from New York to Detroit and return as quickly as possible, the Blue Section will leave New York, Sunday, September 8th, at 5.00 p.m., as a section of the famous "Wolverine," arriving Detroit at 7.15 the following morning. Returning, this train will leave Detroit, Friday, September 13th, at 12.00 midnight, arriving New York 3.00 p. m., Saturday, September 14th.

FARES

TOUR "A"—RED SECTION

Two persons in Compartment	- - -	\$247.50	each
One person in Compartment	- - -	285.00	
Two persons in Drawing-room	- - -	265.00	each
Three persons in Drawing-room	- - -	247.50	each

The above fares include every necessary expense for the entire tour except hotel accommodations in Detroit and stateroom on Lake Steamers. (See fares below.)

TOUR "B"—WHITE SECTION

Railroad Fare from New York (round trip) \$23.05. Good going September 6th, 7th, and 8th; returning September 18th. Stateroom on Lake Steamer, Pullman and meals extra.

TOUR "C"—BLUE SECTION

Railroad Fare from New York (round trip) \$23.05. Good going September 6th, 7th and 8th; returning September 18th. Pullman accommodations and meals extra.

PULLMAN AND LAKE STEAMER ACCOMMODATIONS

New York to Buffalo:—Seat in Parlor Car, \$2.00. Drawing-room \$7.00.

New York to Detroit:—Lower berth, \$3.50; Section, \$6.30; Compartment (accommodating two persons) \$10.00; Drawing-room (accommodating two or three persons) \$13.00 (each direction.) Staterooms on Lake Steamers:—\$3.50; \$4.00; \$5.00; \$8.00 and \$9.00; according to location (each direction.)

SCHEDULE TOUR "A"—RED SECTION

Saturday, August 24th

New York Central

<i>Lv.</i>	NEW YORK	-	-	-	-	12.35	noon
<i>Lv.</i>	POUGHKEEPSIE	-	-	-	-	2.27	p.m.
	<i>Boston & Albany</i>						
<i>Lv.</i>	BOSTON	-	-	-	-	10.00	a.m.
<i>Lv.</i>	WORCESTER	-	-	-	-	11.11	a.m.
	<i>New York, New Haven & Hartford</i>						
<i>Lv.</i>	NEW HAVEN	-	-	-	-	10.40	a.m.
<i>Lv.</i>	HARTFORD	-	-	-	-	11.33	a.m.
	<i>Boston & Albany</i>						
<i>Lv.</i>	SPRINGFIELD	-	-	-	-	12.35	p.m.
	<i>New York Central</i>						
<i>Lv.</i>	ALBANY	-	-	-	-	3.55	p.m.
<i>Lv.</i>	UTICA	-	-	-	-	6.03	p.m.
<i>Lv.</i>	SYRACUSE	-	-	-	-	7.22	p.m.
<i>Lv.</i>	ROCHESTER	-	-	-	-	9.05	p.m.
	<i>Michigan Central</i>					(c.t.)	
<i>Lv.</i>	BUFFALO	-	-	-	-	10.15	p.m.

Sunday, August 25th

<i>Ar.</i>	CHICAGO	-	-	-	-	12.00	noon
	<i>Chicago & North Western</i>						
<i>Lv.</i>	CHICAGO	-	-	-	-	1.30	p.m.

Monday, August 26th

<i>Ar.</i>	ST. PAUL	-	-	-	-	1.00	a.m.
	<i>Northern Pacific</i>						
<i>Lv.</i>	ST. PAUL	-	-	-	-	2.00	a.m.

Tuesday, August 27th

<i>Ar.</i>	GARDINER	-	-	-	-	9.00	a.m.
	(Entrance to Yellowstone Park)						

Transfer to stages for trip to Mammoth Hot Springs Hotel, arriving in time for luncheon. Passengers are given an opportunity while at the Mammoth Hot Springs Hotel to arrange

their wearing apparel in grips for the trip through the Park. Trunks will be sent back to Gardiner, placed in the baggage car, and checked to Yellowstone Station, at which point the train will be on completion of the Park tour. In the evening each passenger will be assigned to the stage coaches, which leave the Hotel early the following morning.

Wednesday, August 28th

Lv. MAMMOTH HOT SPRINGS - 8.00 a.m.

The route of the stages is along the course of the beautiful Madison River, passing the Madison Canyon, Falls of the Fire-Hole, Lower Geyser Basin, Fountain Geyser, etc.

Ar. NORRIS - - - - - 12.00 noon
Lunch

Lv. NORRIS - - - - - 1.30 p.m.

Ar. FOUNTAIN HOTEL - - - 5.30 p.m.
Dinner and Lodging

Thursday, August 29th

Lv. FOUNTAIN HOTEL - - - 8.00 a.m.

Via Excelsior Geyser (Hell's Half Acre), Morning Glory, Black Sand Basin, Grotto, Giant Castle, Bee Hive and Old Faithful Geyser.

Ar. OLD FAITHFUL INN - - - 11.45 a.m.
Luncheon, Dinner and Lodging

Friday, August 30th

Lv. OLD FAITHFUL INN - - - 8.00 a.m.
Stage Coach

Via Keppler Cascade, Lone Star Geyser, Shoshone Lake and Tetons from Continental Divide.



Garden of the Gods, Colorado

<i>Ar.</i> "THE THUMB"	-	-	11.30 a.m.
<i>Lv.</i> "THE THUMB"	-	<i>Lunch</i>	1.30 p.m.
<i>Ar.</i> LAKE HOTEL	-	-	4.00 p.m.

Dinner and Lodging

Saturday, August 31st

<i>Lv.</i> LAKE HOTEL	-	-	8.00 a.m.
		<i>Stage Coach</i>	

Via Yellowstone River, Mud Geyser, Hayden Valley, Sulphur Mountain and Upper and Lower Falls of the Yellowstone.

<i>Ar.</i> CANYON HOTEL	-	-	12.00 noon
		<i>Luncheon, Dinner and Lodging</i>	

Sunday, September 1st

<i>Lv.</i> CANYON HOTEL	-	-	8.30 a.m.
		<i>Stage Coach</i>	

Via Norris, Virginia Cascades, Norris Geyser Basin, Twin Lakes, Beaver Lake and Apollinaris Spring.

<i>Ar.</i> NORRIS	-	-	10.30 a.m.
		<i>Lunch</i>	

<i>Lv.</i> NORRIS	-	-	-	-	1.00 p.m.
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<i>Ar.</i> YELLOWSTONE	-	-	-	-	5.30 p.m.
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<i>Lv.</i> YELLOWSTONE	-	-	-	-	6.30 p.m.
<i>Oregon Short Line</i>					

Monday, September 2d

<i>Ar.</i> SALT LAKE CITY	-	-	7.30 a.m.
		<i>Breakfast and Lunch at New Utah Hotel</i>	

Visit the Tabernacle, where an organ recital will be given, thence to Saltair Beach for bathing.

<i>Lv.</i> SALT LAKE CITY	-	-	6.00 p.m.
		<i>Via the famous scenic route of the</i>	

Denver & Rio Grande

Tuesday, September 3d

*Ar. GLENWOOD SPRINGS - - 10.00 a.m.
All Meals and Lodging at Hotel Colorado*

Wednesday, September 4th

Denver & Rio Grande

Lv. GLENWOOD SPRINGS - - 8.00 a.m.

Ar. ROYAL GORGE - - - 3.30 p.m.

*Ar. COLORADO SPRINGS - - 7.30 p.m.
Transfer to Antlers Hotel*

Thursday and Friday, September 5th and 6th

All Meals and Lodging at Antlers Hotel

Lv. COLORADO SPRINGS - - 8.30 p.m.

Saturday, September 7th

Union Pacific

*Ar. OMAHA - - - - 5.00 p.m.
Chicago, Milwaukee & St. Paul*

Lv. OMAHA - - - - - 5.30 p.m.

Sunday, September 8th

*Ar. CHICAGO - - - - - 7.30 a.m.
Michigan Central*

Lv. CHICAGO - - - - 9.00 a.m.

Ar. DETROIT - - - - 3.30 p.m.

**Monday, September 9th to Friday,
September 13th**

**CONVENTION AMERICAN BANKERS'
ASSOCIATION**

DETROIT - - MICH.

Friday, September 13th
Special Steamer

Lv. DETROIT - - - - - 5.00 p.m.

Saturday, September 14th

*Ar. BUFFALO - - - - - 9.00 a.m.
New York Central*

Lv. BUFFALO - - - - 9.30 a.m.

<i>Ar.</i> NEW YORK	-	-	-	-	6.00 p.m.
<i>Ar.</i> SPRINGFIELD	-	-	-	-	8.10 p.m.
<i>Ar.</i> Boston	-	-	-	-	10.45 p.m.

SCHEDULE TOUR "B"—WHITE SECTION

Saturday, September 7th

New York Central

<i>Lv.</i> NEW YORK	-	-	-	-	10.30 a.m.
<i>Ar.</i> BUFFALO	-	-	-	-	7.00 p.m.
	<i>Detroit & Buffalo Navigation Co.</i>				

<i>Lv.</i> BUFFALO	-	-	-	-	7.30 p.m.
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Sunday, September 8th

<i>Ar.</i> DETROIT	-	-	-	-	10.00 a.m.
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Friday, September 13th

Michigan Central

<i>Lv.</i> DETROIT	-	-	-	-	12.00 mdn't
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Saturday, September 14th

<i>Ar.</i> NEW YORK	-	-	-	-	3.00 p.m.
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SCHEDULE TOUR "C"—BLUE SECTION

Sunday, September 8th

New York Central

<i>Lv.</i> NEW YORK	-	-	-	-	5.00 p.m.
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Monday, September 9th

Michigan Central

<i>Ar.</i> DETROIT	-	-	-	-	7.15 a.m.
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Friday, September 13th

<i>Lv.</i> DETROIT	-	-	-	-	12.00 mdn't
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Saturday, September 14th

New York Central

<i>Ar.</i> NEW YORK	-	-	-	-	3.00 p.m.
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DETROIT

The City of the Strait

The American Bankers' Association chose wisely in selecting Detroit as the Convention City for 1912. It offers splendid accommodations and the best of facilities for meeting the wants of the material man, and beside there is much of interest in the city itself.

Detroit, which has a very respectable age and a history full of striking adventure, was first located by Antoine de la Mothe Cadillac, acting under authority granted to him by Louis XIV. Chevalier Cadillac's route from Quebec was by way of the St. Lawrence River, the Ottawa River, a portage and thence south by Georgian Bay and through what is now Lake Huron and the St. Clair River. The first landing was made, according to tradition, on Belle Isle and the next was at what is now the lower end of Randolph Street. This landing occurred on the 25th of July, 1701, and the flag of France waved over the newly born settlement in the west.

Detroit is one of the few cities that has been under three different flags and two of them twice. The French flag waved in triumph until 1760, when the English became masters and with the defeat of Tecumseh at the Battle of the Thames, the English were firmly established, and they remained until Major General Wayne conquered the region and accepted the surrender of the British on July 11, 1796. It again passed under the con-



Belle Isle Park, Detroit

trol of the English in 1813 when Hull surrendered to the British commanding officer. The occupancy was short, however, as Perry's victory on Lake Erie gave the whole northwest territory to the Americans and settled for all time the boundary between the United States and the British North American possessions.

The Detroit of today is a magnificent city laid out along lines similar to Washington, D. C. Its public buildings, broad streets, and fine residences mark it as one of the most progressive cities of the country. It is also famous for its parks, prominent among which is Belle Isle, 700 acres in extent, lying near the head of the Detroit River. It is covered with beautiful hickory, oak, maple, and elm trees, with numerous natural lawns. The handsome casinos, the boat houses, the drives and walks, the broad canal with its numerous gay pleasure boats, and the other artificial features, are all in harmony with the natural beauties of the spot.

Just above Belle Isle on the river side, are the waterworks, which supply the city with a daily average of over thirty-two million gallons. The extensive grounds, with their velvety lawns, shady walks, placid lagoons, splashing fountains, bright flower-beds, and memorial gateway, form by no means the least important of Detroit's many beautiful parks. Then comes Windmill Point lighthouse at the entrance to the river, and sweeping around



City Hall Square, Detroit

into Lake St. Clair, we see, to the left, Grosse Pointe, the fashionable suburb of Detroit. Here the wealthier citizens have their elegant summer residences or country homes. These, with their extensive and finely kept grounds, are very beautiful, and the nine mile drive along the river and the lake out to the Pointe is a delightful one, which every visitor to Detroit is glad to take.

Industrially, Detroit is distinguished for its immense productions of automobiles, railroad equipment, drugs, tobacco, boots and shoes, clothing, varnish, iron and steel castings, engines, machines, architectural iron and steel, safes, stoves, copper and brass castings, pins and many others.

BRIEF NOTES ABOUT DETROIT

Population, January, 1910, 450,000.

Area, 41.44 square miles.

Water frontage, 11 miles on Detroit River and 4 miles on River Rouge.

Net general debt, January 1, 1910, \$6,433,255.03.

Property owned by the city \$34,000,000.

Parks, 29; acres, 1,198; Belle Isle the most unique park in the country.

Public schools, 92; private and parochial schools, 90.

Streets, 690 miles, of which 360 miles are paved.

Water works owned by city; daily pumping capacity, 153,000,000 gallons.

Electric lighting plant, owned by city.

Bank capital, \$14,050,000.

Bank deposits, \$150,085,000.

Bank clearings, 1911, \$968,647,000.

Number of factories, 1,600.

Capital employed, \$170,000,000.

Wage earners employed, 90,000.

Value of annual products, \$220,000,000.

THE GREAT LAKES

The trip by steamer from Detroit to Buffalo as provided in Tour "A" and from Buffalo to Detroit in Tour "B" introduces a most pleasing feature. The steamers of the Detroit & Buffalo Navigation Company are magnificent craft, luxurious in appointments and as "steady as a church."

SPECIAL STEAMER ON LAKE ERIE

Detroit to Chicago

The Detroit & Buffalo Navigation Company have offered to place their new steamer "City of Detroit III" at the disposal of the Bankers from the East and West for a special trip from Detroit to Chicago via the Great Lakes, stopping at Mackinaw, leaving Detroit after the close of the Convention, provided sufficient number of reservations are received to justify the chartering of this steamer for the trip, for which there will be an additional charge of \$40.00 per person, which includes transportation, all meals and stateroom accommodations.

In making application for reservations, members should be particular to indicate if they desire to make this side trip.



Steamer "City of Detroit III"

YELLOWSTONE NATIONAL PARK

This marvelous wonderland, in the heart of the Rocky Mountains, stands unique and unrivaled among the scenic resorts of the globe. There are other places, it is true, where some of the phenomena found here may be seen but there is no place where Nature has concentrated, on such a lavish and profound scale, the weird and wonderful things to be seen in the Park. The beauty of Morning Glory Spring or Emerald Pool; the weird attraction of the Paint Pots; the terrible majesty of the Giantess Geyser; the delicate sculpturings to be seen at Pulpit Terrace; the fascinating ugliness of Mud Volcano; the magnificence, opulence, and grandeur of the Grand Canyon—these must be seen and felt to be understood, and cannot be set down adequately in words nor reproduced in pictures. There are about 3,000 hot springs and 100 geysers, nearly 30 waterfalls, 100 prominent named mountain peaks, ranging from 6,500 to more than 11,000 feet in altitude, over 40 lakes, 150 streams having names, with many canyons, valleys, and other physical features, besides bison, elk, deer, antelope, mountain sheep, pelicans, gull and other birds, and trout of various species, to interest one.

The transportation in the Park—no railways of any sort or automobiles being allowed therein—is by means of large, stanch, easy-riding, four-horse stage coaches. The roads, sprinkled each day before departure of the coaches, are now in splendid shape, being



Grand Canyon, Yellowstone Park

maintained by the Government, and this coaching trip is undoubtedly the finest thing of the sort in the country and a most agreeable innovation and diversion for travelers, and eminently appropriate to the place.

Only brief mention can be made of the wonders to be seen during the four days which will be spent here. There is something in this great Park to appeal to everyone, something to measure up to each man's and each woman's capacity for appreciation of scenic beauty and grandeur. Those who stand unmoved at the flight of a geyser may find supreme delight in watching the bears near the hotels in their frolics. Those unable to appreciate the marvelous beauties of the Emerald Pool, may enjoy the ride through Gibbon Canyon; the man who may not relish the walk among the hot springs may find great sport in catching trout from Yellowstone Lake.

There is a hotel, thoroughly modern, at each important place for sight-seeing in the Park. These hotels are all steam heated, electric lighted, etc. Old Faithful Inn, at Upper Geyser Basin, and the Colonial Hotel, at Yellowstone Lake, are particularly attractive. The former, a wonderful structure of native boulders and logs, is the surprise and delight of all who enter its massive portals. It overlooks most of the large geysers, and its appointments, including a giant searchlight on the roof turned on the geysers each night, are in keeping with this wonderland. The Colonial

Hotel at the lake is a gem of its kind—a restful, reposeful, stately building, overlooking Yellowstone Lake and the Absaroka Range of high mountains that frames it. At this point also is found unlimited trout fishing, free as the mountain air which the traveler breathes. The Park is a grand trout preserve with five or six species of trout found in its lakes and mountain streams, the latter easily reached from the different hotels.

The hotel at the Grand Canyon is near the Upper and Lower Falls and Point Lookout, the latter a projection on the brink of the most wonderfully colored and sculptured gorge in the world. Here, Nature has tried to outdo herself.

SALT LAKE CITY, UTAH

As indicated in the itinerary, the party after leaving the Yellowstone will proceed to Salt Lake City, or Zion, as it is called by the Latter Day Saints. The city is beautifully situated and the approach there most attractive. Salt Lake City is a monument to indefatigable industry, a city of no mean proportions and the party will find much to interest them in the splendid Temple and the Tabernacle, with a seating capacity of 12,000; the Government Post on the overlooking hill; the grave of Brigham Young, and above all, the city itself. A trip to Saltair by special train will be arranged, giving an opportunity for a plunge in the Great Dead Sea, which will be one of the novel features of the Tour.

COLORADO

From Salt Lake City the party will travel over the scenic route of the Denver & Rio Grande R. R. to Colorado, that land of monumental natural wonders, clear blue skies, and bracing air. Every one wants to see Colorado and having seen it longs to go there again. The tour provides for visits to all the places of interest, and we will refer to them in the order in which they will be seen:

GLENWOOD SPRINGS is in the center of a large park, 5,200 feet above the sea level. The scenery in the vicinity is wonderfully varied, and in every aspect extremely picturesque. Near the Hotel is the famous swimming pool, covering over an acre, and formed by the warm springs that burst from the mountain side. Leaving Glenwood Springs via the

CANYON OF THE GRAND RIVER where the mountain walls shoot up in towering columns and gigantic turrets to a height of 2,000 feet, while a torrent roars and plunges between. On emerging from Grand River Canyon, we pass through an open, rolling country for thirty or forty miles, at the farther side of which is Eagle River Canyon. This is one of the most interesting places in Colorado. The Canyon ends at the picturesque little mining town of Red Cliff. We cross the Continental Divide at Tennessee Pass and descend the valley of the Arkansas River between lines of



Glenwood Springs, Colorado

mighty hills, passing through Granite, Buena Vista and other towns.

The grandest and most impressive scenery is in the portion of the Canyon known as "The Royal Gorge," some ten miles in length. The train winds along the course of a narrow stream, while on each side mountains of rock run up almost perpendicularly nearly half a mile in height and terminating in dizzy pinnacles. The train stops at intervals so that the scenery may be fully enjoyed.

COLORADO SPRINGS, 6,000 feet above the sea level, is in the midst of scenery, which, for grandeur and variety, is scarcely matched on the globe. Time will permit of ascension to Pike's Peak, 14,000 feet above the sea level, and a visit to the Garden of the Gods, with its stupendous gateway, Crystal Park, Manitou Springs, Cheyenne Canyon and Cripple Creek.

Special rates will be made for parties who desire to participate in any of these side trips.

DENVER. A beautiful city, that by its wonderful setting 6,000 feet above sea level, with range upon range of snow-topped, sun kissed mountains stretching away in all directions, makes a strong appeal to all visitors, and one would like to linger within its hospitable gates. Denver is the commercial metropolis of the Middle West and near by are world famed cattle ranches and gold and silver mines.

NEW YORK CENTRAL LINES REPRESENTATIVES

W. V. LIFSEY

General Eastern Passenger Agent
1216 Broadway, New York

GEO. W. HIGGINS

Passenger Agent, 1216 Broadway, New York

HARRY PARRY

General Agent, 377 Main Street, Buffalo, N. Y.

W. S. RANDOLPH

General Agent, Albany, N. Y.

O. E. JENKINS

General Agent
University Block, Syracuse, N. Y.

J. B. MARTIN,

General Agent, 20 State Street, Rochester, N. Y.

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